THE

Bakery. England

MAKE FRESH DAILY HOME MADE PIES.

> Same as your mother used to make-in Mince, Apple, Peach, Berry, Lemon, Pumpkin and Cream. They are superior to any purchased elsewhere, and all hot at 10 o'clock a. m.

Our Hot Doughnuts are simply par excellence, and are ready at 6 o'clock a. m. Try some with your morning coffee.

Cream Puffs and Chocolate Eclairs, ready at 11 o'clock a. m .delicious.

We serve Hot Coffee, Tea or Chocolate, with Hot Buns, Snails or Doughnuts-a light breakfast for 10 cents only.

Cold sliced Ham Lunch, assorted, for working men, only 15 cents

Commencing June 1 we will sell thirty loaves of bread for \$1.00.

Please call up our 'Phone 74.

J. Oswald Lutted,

MANAGER.

THE BEST VALUE EVER OFFERED. . .

The Elleford

The Orpheum

THREE NEW BILLS

THIS WEEK.

WEDNESDAY AND THURSDAY.

THE CHARITY BALL. Frohman's successful play.

FRIDAY, SATURDAY AND SATUR-DAY MATINEE. MRS. PARTINGTON AND HER

SON IKE. Order ahead. Phone 681 White.

PRICES, 25, 50 and 75 cents. MATINEE, 15 and 25 cents.

Steam Plow Ropes

HAWAIIAN COMMERCIAL AND SUGAR COMPANY. reckelsville. Maul, March 27, 1901. WILDER'S STEAMSHIP COMPENY. Agents John A. Roebling's cons Co. Honolylu.

Gentlemes: fours of March 25th recatalogue of ship chandlery goods has catalogue of ship chandlery goods has been received.

We have used a number of the John A Roebling's steam ploy cables, and have found them far superior to the English cables, and at the same time a great deal cheaper; in fact, we sent for some of these cables, and we put a new Roebling and a new Fuller cable on the same set of steam plows, one on each engine, of course and that was considerably over a year ago. The American cable is much better than the English bable in every way, and today is not hearly as badly worn. We are perfectly estished here that the American cables are the bat.

stell certainly bear in mind your or goods whenever we need any-in your line. Very truly, W. J. LOWRIE.

"ARABIC"

Is for Sale by:

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H. HACKFELD & CO.

T. H. DAVIES & CO.

LEWERS & COOKE.

JE JE JE

E. O. HALL & SON. 36 36 36

WILDER & CO.

JE 32 32 ALLEN & ROBINSON.

Theosophical Society

THE REGULAR MEETINGS OF the Aloha Branch, Theosophical So-clety are now as follows: Saturday, 7:30 p. m., public meeting in the hall of Knights of Pythias, Fort St.; Tuesday, 7:45 p. m., class of "Ancient Wisdom," at the residence of Mr. Rice, Beretania St.; Thursday evening, 7:45 o'clock, beginners' class at residence of Mrs. E. C. Rowe, 1383 Beretania St. Library open for exchange of books, Saturday evening and Wednesday afternoon, from 8 to 5.

Information obtained from Mrs. Marque, 314 Fort street,

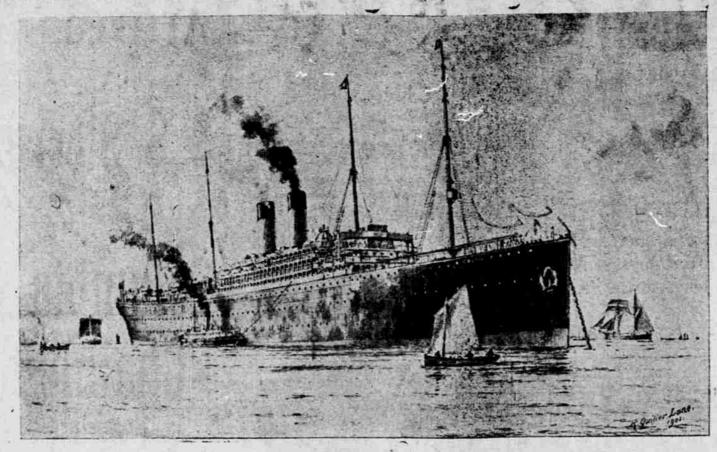
BEAVER LUNCH ROOMS

H. J. NOLTH, Proprietor. Fort Street, Opposite Wilder & Co. FIRST-CLASS LUNCHES SERVED With Tea, Coffee, Bods Water,

- Cinger Ale of Milk. Open from T a. m. to 10 p. m. moles a Specialty

tustraments Used in:

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RNANDEZ, Prop.,
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WHITE STAR LINER CELTIC—BIGGEST SHIP EVER BUILT.

launched at Harland & Wolff's works at Belfast lately-the White Star Celtic.

Here is a comparison of the Celtic with 915; Campania, length over all 620 feet, breadth 65 feet, depth 43 feet, gross tons 12,950; Kaiser Wilhelm der Grosse, length over all 626.7 feet, breadth 66 feet, depth

commissioner went aboard, and after

his work was accomplished the passen-

The Sonoma sailed from Sydney at

at Auckland on the 13th at 9:30 a. m .:

sailed thence at 6:25 p. m. on the same

day; arrived at Pago Pago at 1:25 p.

m. on the 17th, and left there at 5:30

Strong southwest to westerly winds

were experienced from Sydney to

Auckland, thence to Pago Pago south-

easterly to northeasterly winds were

The Sonoma is booked to sail for San

The following is a complete list of her

Mr. and Mrs. J. Holmes, Mr. and Mrs

Mrs. Eagle and child, Mr. and Mrs. An-

Miss K. Weld, Miss Reid, Miss Kirkpatrick, Miss Measle, Misses White (2) and

maid, Miss Tait, Miss C. A. Jennings, Sir

James Prendergast, H. A. Wright, J. L.

Scott, Mr. Dawson, Mr. De Clifford, J.

D. J. Napler, D. H. Ross, Mr. Plucknett,

A. C. Lucas, L. A. Turner, J. Derrig,

John Edwards, L. R. Whyte, G. Com-

Mr. Mandesley, Mr. Reid, J. T. Wright,

James Crichton, Rev. Father McGrath

Mr. Thane, Mr. Parkhouse, T. Wood,

W. J. Hunter, Mr. Green, J. Gibson, R.

Menzies, W. H. Dehn, R. ... walm, J

Those for Honolulu were Mr. and Mrs.

Fouttir, S. F. Wright and T. Wood. Con-

San Francisco to Sydney, made ramer a

accident which occurred on the trip, the

blowing out of a cylinder head, the vessel was only twenty hours behind time

in arriving at Sydney. When it is taken

into consideration that she was late in

arriving here from San Francisco and

that she was compelled to make the run

from Auckland to Sydney with only one

The Sonoma made the trip from Pago

engine, this record is marvellous.

both engines working compound.

three weeks later than schedule.

sailing of the steamship.

received later than two hours before the

Terrible Tale of the Sea.

landed nine men, the survivors of the

from Chill for the English Channel.

and the water made such neadway that

on January 30 it became necessary to

abandon her in midocean. The crew got away in two boats, and the bark

foundered almost immediately. The of-

ficers and crew numbered seventeen.

One boat, in which were six men, drift-

ed away, and was lost sight of. The

other, with eleven men, drifted about

vessels, but were unable to attract at-

The sufferings of the castaways were

other man became insane, and also

provisions became exhausted, and the

tention.

fect skeletons.

McCarthy, H. A. Cranford.

Francisco at 9 o'clock this morning.

gers were permitted ashore.

p. m. of the same day.

weather were experienced.

passengers:

nor the fastest, ship ever affoat was 49 feet, gross tons 17,274; Celtic, length lop, lower, middle, upper, bridge, upper 49 feet, gross tons 20,880.

some of the other great boats: Great but she gains in beam and in tonnage. Electric drills and hydraulic rivetting Eastern, length over all, 601 feet; breadth, It is believed she will be the most com- mac...nes were used in the construction. 82.8 feet; depth, 48.2 feet; gross tons, 18.- fortable boat affoat, and the Oceanic has The engines will be Hariana & Wolff's confirmed the White Star's belief that own quadruple-expansion type. displace 36,700 tons of water, as against class passengers. one 39 feet, gross tons 14.349; Oceanic, length the 14,000 tons of a modern battleship.

The biggest, but not quite the longest over all 705.6 feet, breadth 69 feet, depth | She is a nine-decker: lower orlop, orover all 700 feet, breadth 75 feet, depth bridge, boat, and sun decks. Her shellplates number 1,392, average 30 feet by The Celtic, it will be seen, is a few 5 feet in surface and an inch in thickfeet shorter than her sister, the Oceanic, ness, and some of them weigh four tons. comfort and less speed. The Celtic will second-class and a large number of t ... rd-

some people prefer going with greater The Celtic will carry 347 saloon, 160 getner a crew of 335.

THE Oceanic steamship Sonoma, Cap-The Skipper's Woes tain K. Van Oterendorp, was sight-Have pity, ye Marine and Local ed yesterday afternoon about 2 Boards. o'clock, coming from the Colonies. Ye little magnates-yea, most mighty At half past four o'clock she was alonglords-On the poor skipper, for his lot is cast side the Oceanic wharf, having been

passed by the doctor. The immigration | Where fate unkind pursues him to the last Alas! poor man, his is an evil plight, He's always wrong, he's never in the right.

Upon him, like a scapegoat, must be 3:15 p. m. on the 9th instant; arrived thrown The faults of others, not to say his own; Disaster comes, and tho' 'twas not his

'Tis plain the fellow is not worth his Should fogs or currents put his reckoning out,

At once they ask, "What was the fool about?" met with; from Pago Pago to port His ship is wrecked, or by collision fresh to moderate trade winds and fine sunk Of course he has to prove he wasn't

If freights are low-who but himself to blame? Jack's duff is spoiled, at once he says

the same; The beef all bone and innocent of fat, Burdon, Mr. and Mrs. Reid, Mr. and Who but the skipper is to blame for Mrs. Curthoys, Mr. and Mrs. Leonholdt, that? Mr. and Mrs. J. D. Gougar, Rev. W. G. He shortens sail on some dark stormy and Mrs. Mearsle, Mr. and Mrs. T. P.

night. Adlam, Mr. and Mrs. Gardner, Mr. and Jack growls and vows he did it out of spite. drew Lietch, Mr. and Mrs. D. L. Tait Now he must teach the carpenter his and child, Mr. and Mrs. T. Wells Puls-

ford, Mrs. Manson, Mrs. D. Ross and Now show the sailmaker how the sails family, Mrs. J. R. Sutton, Miss Holmes, are made. In time of need he must be midwife Or help to kill-as other doctors do.

Should a poor sailor sleep his last long sleep, He-parson then-consigns him to the And if he has a tear or two to spare,

Borthwick, J. T. Smith, Master Reid, He acts chief mourner, and bestows them there.

pon, R. Boden, H. C. White, J. Woods, Well up in cooking, and in skill pro-W. A. Tait, Mr. and Mrs. J. F. Caslfound man, Mr. and Mrs. James Money, Mr. At weighing tea and sugar by the and ars. J. R. Foster, Mr. and Mrs. pound;

W. Hoare and six children, Mr. and Should there be strife or mutiny on Mrs. Thomas Foy, Mrs. M. Thomas, Mrs. board G. Simpkin and child, Miss Collins, Mr. He drops the scales and then takes up R. Drummond, T. N. Horsley, the sword.

And when the strife is over goes his rounds, And-surgeon then-binds up the gaping wounds.

Now, an astronomer, he views the stars, Measures a distance 'twixt the Moon and Mars; siderable freight was brought for this

meteorologist we find him now. Recording calms or winds-blow high Of course he has Euclid at his finger

The Sonoma, on her run down from remarkable record. Notwithstanding the Or, what is harder, knows all knots and bends; cunning, too, at mixing paints and

Takes everything in hand and nothing spoils. ersed in exchanges-up in bills of

lading, And now a merchant, for his owners trading,

They praise him high, declare he is Pago to this port in six days and three The credit his-the cash all goes to

hours. This is splendid time. The trip them. is supposed to occupy seven days at On deck all night amid the pelting least. She came up from Australia with rain.

In wearying calm or dreadful hurri-Upon her arrival in San Francisco the cane. Sonoma will be laid up for a period of China typhoon, cyclone in Indian seas, three weeks for general repairs. This Afric's tornadoes-all mere trifles will be done with each of the new steam-

these: ships, so that hereafter they will be Or a bright glare at night off New foundland, Last night the agents gave notice that Proclaims the dreaded iceberg close at baggage intended for the coastwise com-

partment on the Sonoma would not be Such dangers o'er, long-wished-for rest is sought, But "Hard-a-starboard!" and then

"Hard-a-port!" Disturbs his dreams, and, rushing from The British ship Andromeda, which A light close to, sir, on the weather arrived at Cape Town recently, had to tell a terrible tragedy of the sea. She

Hard up!" bawls one; "Hard down!" another cries, While half asleep the wearled skipper French bark Psyche, whom she had rescued at sea. The Psyche was bound To peer amid the gloom, there to dis-

During the voyage she sprang a leak, A steamer's light-now half a mile astern. Once more he sleeps-but now his sleep invade Dreams of Inquiry Courts and Boards

of Trade. On board a steamer now he scorns the wind, But other cares oppress his anxious

for thirty days. They sighted several Of valves and pistons, cylinders and He knows, or ought to know, the

names and use awful. The ship's cook died, and an- Sutface condensers, steam and vacuum died in the boat. The scanty stock of Of coal combustion in its various stages,

survivors just managed to keep body Of salt in boilers and its incrustations, and soul together by catching sharks of screw propellers and its incrustations, and drinking their blood. When the gyrations; survivors were rescued they were per- Of things in general-air, and sky, and

A walking cyclopedia he must be, Arrived in port. "Well, what's up now," you ask. They've found a little powder in a

flask-Fine him five pounds; and see-the careless dog-

Here's an omission in the official log; Fine him again—the law must be enforced: Some one must pay, so let him bear the cost:

Alas! poor skipper, if at sea you've trouble. Arrived in port you may perhaps have double You're fined for this because you didn't

For something else because you never knew it; Fined to the last and turned from door

To find you are not wanted any more



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214 Fort Street. Has the best assortment of PACIFIC

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BABCOCK AND O'BRIEN

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To make room for this line we are offering following bargains:

Road Wagons -Top Buggies \$95 to \$ Surreys - \$160 to \$ Phætons Rubber \$175 to \$2 Two Seated Wagons

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